

**ON
TRACK
OFF
ROAD**



**T+
TISSOT**

SWISS WATCHES SINCE 1853

INNOVATORS BY TRADITION



OFFICIAL TIMEKEEPER



T
853



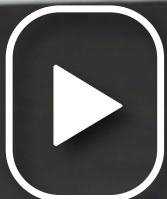
TISSOT T-RACE MotoGP™

LIMITED EDITION 2012

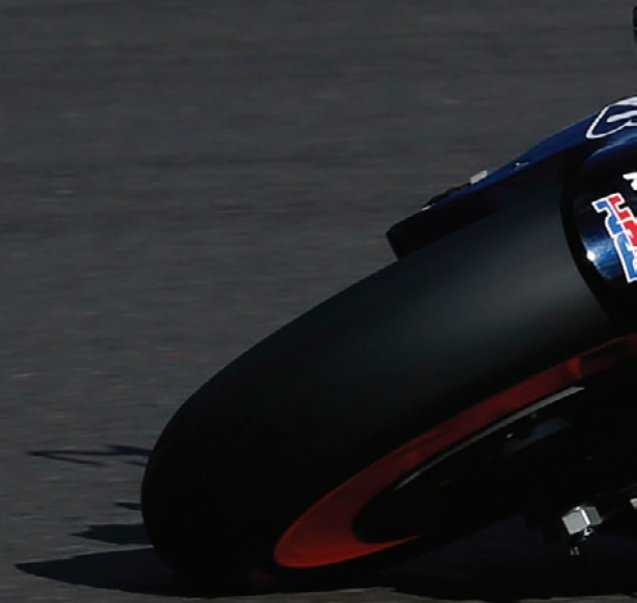
Become part of racing history with a robust 316L stainless steel watch. Scratch-resistant sapphire crystal, quartz chronograph and water resistance up to 10bar (100m / 330ft).

IN TOUCH WITH YOUR TIME





PLAY



Signing off...

After 11 seasons, 45 Grand Prix wins, 89 podium results, two world championships – and at the age of 27 – Casey Stoner closed a chapter of his life at Valencia last weekend. The Australian bade farewell to MotoGP with a dramatic last wet/dry race where he finished third

Photo by Honda Pro images/Northcott



MotoGP





MX

Kingly...

The 30th edition of the Supercross Paris-Bercy was another happy hunting ground for American talent and Monster Energy Kawasaki's Jake Weimer took the duel for the prestigious 'King of Bercy' crown with Eli Tomac down to the last evening of three in the French capital before his coronation

Photo by Chailan/Piole







HP

AKRAPOVIC

BMW
Motorsport



Getting active...

Roland Brown brings you up to date with the increasing sophistication of suspension technology found on the latest BMW HP4 and Ducati Multistrada. These two bikes carry examples of semi-active units. What does this mean for the rider? Check out the story on page 48

Photo by BMW







MotoGP

Signing on...

Maybe there was a little less fuss at seeing Valentino Rossi on a new bike compared to his Ducati debut at Valencia two years ago. However the Italian's reunion with Yamaha (and potential) will be the talking point of MotoGP over the winter and into the 2013 season

Photo by www.motogp.com





MotoGP

GRAN PREMIO GENERALI DE

RICARDO TORMO · NOVEMBER 11th · Rnd 18 of

MotoGP winner: Dani Pedrosa, Honda

Moto2 winner: Marc Marquez, Suter

Moto3 winner: Danny Kent, KTM

GENERALI DE LA
COMUNITAT
VALENCIANA

Comunitat Valenciana
Nov 11 - 12



E LA COMUNITAT VALENCIANA
f 18

PEDROSA TAKES SEVENTH OF 2012

By Gavin Emmett

Photos by Ducati Corse Press,

Honda Pro images/Northcott, Monster Energy/Milagro,

www.yamahamotogp.com, Gold and Goose



PLAY



The last spar. Shoulder to shoulder stuff by the main title rivals of the past two seasons. Valencia would turn out to be another minor blot on Lorenzo's superb 2012 copybook, where he had been (aptly) aiming for a 99th career podium



The MotoGP World Championship has been plagued by wet weather in 2012, but rarely has it fallen on race-day and stayed around long enough to affect the outcome of the race, excepting Le Mans and Sepang. The cold and damp weekend at Valencia, however, was topped off by an episode that was as complex as it was confusing but which provided an intriguing finale to the year.

Rain fell earlier on Sunday afternoon and created incredible outings in Moto3 and Moto2, where Danny Kent and Marc Marquez won – the latter from the back of the grid. However with bigger downpours forecast for later in the day, and despite the dry line forming on the track, the majority of MotoGP riders formed up on the grid with wet tyres with three notable exceptions; Jorge Lorenzo, Stefan Bradl and Katsuyuki Nakasuga, in as a replacement for Ben Spies.

As the field circulated the newly re-laid asphalt for the final warm-up lap, pole-sitter Dani Pedrosa ducked in to the pits, quickly followed by Cal Crutchlow, Nicky Hayden and Alvaro Bautista. They switched onto bikes with slicks and started from pit-lane, albeit mighty lucky to make it out so greasy was the asphalt at the pit exit.

As Aleix Espargaro led the field for the first couple of laps, soon to be usurped by Andrea Dovizioso, it quickly became clear that dry tyres were the only way forward. Riders like Stoner and Rossi quickly began to enter the pits to change bikes onto dry Bridgestones, their chance of victory having gone with their conservative choice of rubber.

Meanwhile Lorenzo's bravery had paid dividends, as he began to scythe his way through the field following a cautious opening, and took the lead on lap four, quickly pulling out a gap to the rest. Nakasuga and Bradl chased, but soon they would come under pressure from Pedrosa, who rapidly found a way to keep on the dry line but pass riders comfortably despite the tight nature of Valencia.



PLAY

He began to close down on Lorenzo, at one point lapping nearly two seconds faster than the new champion and eventually this pressure would tell. As his compatriot tried to find a hasty way past James Ellison he stepped millimetres off line, and suffered a huge highside that would put an end to his race and fortunately resulted in no serious injury.

The warning signs were there for Pedrosa however, Bradl had crashed out of third, before Crutchlow then had no warning whatsoever as he spilled out of what had seemed a certain second place. Nonetheless, the Repsol Honda rider guided his bike to a seventh victory of the year, one more than Lorenzo, and somehow managed to top Marquez' amazing success just hours before.

After Crutchlow's crash Nakasuga sealed a solid first ever podium in GPs, in just his third full start in MotoGP. It was some recompense for one half of the Yamaha crew that hadn't been able to taste any podium champagne this year.

Alvaro Bautista had looked odds-on to finish third, but although he claimed he was riding warily, Casey Stoner found it within himself to close the gap on his Honda colleague, before passing with two laps to go to claim his 69th and final podium finish. His pit-board, bearing the phrase "Gone Fishing", summed the soaking day up nicely as he crossed the line to bring the curtain down on his MotoGP career.

Pedrosa is still the only rider to have won in three categories at Valencia. He set a new Pole record and reached the finish line thirty seconds ahead of the next rider for what was his sixth triumph at the Ricardo Tormo







Moments of contemplation for Rossi and Dovizioso who will in effect change bikes, mixed with busy and risky scenes in challenging weather conditions on the east coast of Spain





Stoner's enthusiasm for his swansong
dipped when raceday dawned wet.
Regardless of the result he was still
the fourth most successful rider ever in
500cc/MotoGP racing





The Rookie of the Year mantle would pass from Crutchlow to Bradl (above). The British rider was close to a second position finish before a spectacular crash on the final corner of the circuit

A fairytale podium finish for Nakasuga who also celebrated becoming a father before the wild-card appearance at Valencia. It was only his sixth start in MotoGP and the second position represented Japan's first rostrum result from all three categories in 2012



Marquez again played the villain and hero at Valencia as he counted down the hours to his Repsol Honda MotoGP debut in the post-race test



A KTM 1-2-3 in Moto3 and Danny Kent was again on fire to relegate champion Cortese on the final corner





CLASSIFICATION & WORLD CHAMPIONSHIP

MotoGP RESULT

Riders

1	Dani Pedrosa, SPA	Honda
2	Katsuyuki Nakasuga, JPN	Yamaha
3	Casey Stoner, AUS	Honda
4	Alvaro Bautista, SPA	Yamaha
5	Michele Pirro, ITA	FTR

MotoGP FINAL CHAMPIONSHIP STANDINGS

Riders	Points
1 Jorge Lorenzo	350
2 Dani Pedrosa	332
3 Casey Stoner	254
4 Andrea Dovizioso	218
5 Alvaro Bautista	178



Moto2 RESULT

Riders

1	Marc Marquez, SPA	Suter
2	Julian Simon, SPA	Suter
3	Nico Terol, SPA	Suter
4	Thomas Luthi, SUI	Suter
5	Dominique Aegerter, SUI	Suter

Moto2 FINAL CHAMPIONSHIP STANDINGS

Riders	Points
1 Marc Marquez	324
2 Pol Espargaro	268
3 Andrea Iannone	193
4 Thomas Luthi	190
5 Scott Redding	161

Moto3 RESULT

Riders

1	Danny Kent, GBR	KTM
2	Sandro Cortese, GER	KTM
3	Zulfahmi Khairuddin, MAL	KTM
4	Brad Binder, RSA	Kalex KTM
5	Hector Faubel, SPA	FTR Honda

Moto3 FINAL CHAMPIONSHIP STANDINGS

Riders	Points
1 Sandro Cortese	325
2 Luis Salom	214
3 Maverick Viñales	207
4 Danny Kent	154
5 Alex Rins	141





RULES, SPRINGS & LEGENDS

It was all happening at Valencia. Lord only knows how hectic it would have been if there were any of the championships on the line through the difficult and (clearly) wintery conditions. A press release issued by the FIM over the weekend confirmed a new mini-glut of rule changes for MotoGP. Gavin Emmett comments on these alterations in his Blog over the page but here are the main talking points:

-The use of a compulsory ECU and datalogger (provided by organisers) effective 1st January 2014 but MSMA manufacturers fielding a maximum of four machines can use their own software with a fuel limit of 20 litres. Other motorcycles running the control ECU has a limit of 24 litres.

-MSMA manufacturers can use a maximum of five engines in a season, new brands can use up to nine in their first year and other teams can rely on twelve for the full racing term.

-Bore and stroke is frozen for three years between 2013 and 2015.

-The minimum full racing weight (rider, bike, cameras etc) in Moto2 is now 215kg.

*Also on the technical side WP Performance systems made a presentation to the press at Ricardo Tormo in which they outlined their work and role in helping the Moto3 KTMs achieve 10 victories from 17 (and a first Grand Prix world title). The Dutch/Austrian firm then revealed their 2013 Moto2 goals where they will provide Sandro Cortese's Kalex entry with a new suspension system. WP will also fit out the KTM Red Bull Rookie machines that now fall in line with the Moto3 technical guidelines (250cc four-strokes) and are looking to offer a more comprehensive customer service to interested teams in both Moto3 and '2' categories.

*After accolades and attention in the wake of his final Grand Prix Casey Stoner was also presented with the honour of being the twentieth rider to be welcomed into the MotoGP Hall of Fame. The 27 year old holds the recognition of being the first inductee to have won a MotoGP world championship (as opposed to 500cc or in another class). Here are his peers: Giacomo Agostini, Mick Doohan, Geoff Duke, Wayne Gardner, Mike Hailwood, Daijiro Kato, Eddie Lawson, Anton Mang, Angel Nieto, Wayne Rainey, Phil Read, Jim Redman, Kenny Roberts, Jarno Saarinen, Kevin Schwantz, Barry Sheene, Freddie Spencer, John Surtees and Carlo Ubbiali.



Honda Pro Images

DAMP START TO 2013

No sooner had the 2012 season officially ended at Valencia, than the 2013 campaign roared into action with the start of winter testing on Tuesday. Unfortunately it was a bit of a damp squib as the rain began just moments after the track opened at the Spanish track.

There was barely enough time for Valentino Rossi to try out the 1000cc Yamaha M1 for the first time on slicks, before he was forced to fit the wet weather rubber. Still with a Ducati contract until the end of the year he was unable to speak about his experiences, but even after the first laps on the track in the rain it was clear he looked much happier to return to the team where he won four World Championships.

With the weather so bad, Yamaha decided to switch their test to Aragon for another two days.

It was a similar story for the man replacing him at Ducati. Andrea Dovizioso managing just a couple of shakedown laps on slicks before being forced to conform with wets for the rest of a reduced day.

There wasn't as much luck for the MotoGP new boys, with Marc Márquez resigned to watching the others head out from the comfort of his new Repsol Honda garage, just like Monster Energy Yamaha Tech3's Bradley Smith.

READY TO RACE
» www.ktm.com

Photos: Tagliari S., Archer R.

**CAIROLI UND
HERLINGS
WELTMEISTER!**

DÉJÀ-VU

Tony Cairoli krönt sich 2012 vorzeitig und zum dritten Mal in Folge mit der KTM 350 SX-F zum MX1 Weltmeister. Nach Marvin Musquin 2010 und Ken Roczen 2011, sorgt Jeffrey Herlings mit der KTM 250 SX-F dafür, dass das Red Bull KTM Werksteam seit nunmehr drei Jahren in beiden Klassen ungeschlagen ist – WELTKLASSE!

KTM



facebook.ktm.com

KTM POWERWEAR

KTM RIDE ORANGE

KTM ORIGINAL SPARE PARTS

KTM FINANCE

KTM POWERPARTS

MOTOREX

KTM Group Partner

WP



RULEBOOK ROTATION...

By Gavin Emmett

Normally whenever a new set of regulations comes out in MotoGP the paddock turns into a hotbed of disgruntlement or disapproval. Everyone feels they could have maybe done better or adjusted the rules more to their idea of what the sport should be.

However when the announcement of the MotoGP's new regulations for 2014 was made on Saturday afternoon at Valencia, something strange happened.

Nothing.

It seemed that there was a general acceptance across the board that a decent enough compromise had been made.

Obviously throughout the past couple of seasons there has been a real stand-off between the MSMA and Dorna about what direction the sport should go in. As this season's racing has developed and it has become clear that the 1000cc bikes haven't solved the problem of exciting racing throughout the field, something needed doing and Dorna seemed set to cause upset with the manufacturers by imposing a decision upon them, without the escape route of SBK.

I won't go into detail with the new rules now, but they allow leeway for the factories to justify their racing costs with the money-men by signing it off as R&D, whilst there is also a certain amount of control being imposed by Dorna with the list of regs and the reduced fuel limits.

We always knew that CRT wasn't the final answer to the MotoGP conundrum, just a stepping-stone on the path to correction and a positive vision for the sport, and the developments over the past months have demonstrated once more that Carmelo Ezpeleta is a canny operator when it comes to making deals.

Ezpeleta is a canny operator when it comes to making deals...

The CRT bikes were the threat to the factories along the lines of "this sport can survive without your support" and the announcement of an optional ECU for 2013 for these bikes was a shot across the bow.

Finally both parties have come to some compromise. Or at least it seems that way until you look at the caveat at the bottom of the fresh regulations, which state that all rules are subject to pending discussions about leasing or purchasing of engines and bikes by independent teams.

It seems there are still some creases to iron out, but the road has now been paved.



CRUTCHLOW

ONE YEAR TWO PODIUMS (& A WHOLE LOTTA SPEED) ON

By Adam Wheeler, photos by www.teamtech3.fr

OTOR's interview with Cal Crutchlow in Valencia last year was made in quiet and hopeful circumstances. The Brit had endured a hard, occasionally promising debut term at the peak of motorcycle road racing but his Rookie of the Year award could not hide the distance from the top five (a best finish had been seventh before that final race). A podium result – an achievement for which British race fans have been waiting almost a decade – seemed far off.

Valencia 2012 and Crutchlow has made an immense step forwards. The silverware came (Czech and Australia) and the pace and potential on the M1 (just one of four Yamahas

on the grid) regularly saw the '35' high on the grid and challenging for honours. The recently turned 27 year old has seen his fair share of press conferences, has been a wanted man for the press thanks to his typical straight-talking, thrilled viewers around the world with his charge from almost last to sixth place with a broken ankle at Silverstone for his home Grand Prix and became the centre of MotoGP's focus in a summer where the Olympics visited the UK and Ducati courted his services (more on that later).

OTOR sits down briefly with a busier and slightly rushed Isle of Man resident for a catch-up...

In our OTOR interview last year you had an air of frustration with the 800cc M1 but that must have lessened with the 1000 in 2012...

(tongue-in-cheek) It's not the equipment, just that I'm a better rider! No, we've had better equipment this year...but I've also learnt a lot. Both variables put together have made a pretty good season.

At what point with the bike did you think 'we've got something here'...?

I tested well at Sepang at the beginning of the year but Qatar was a good result. I finished fourth and the previous season I had been eleventh. To make a strong result that early was positive and I built from there. To have two fourths in a row at the start and be fourth in the championship...well, if I can make a similar jump next year then maybe I'll be leading the championship! We knew our bikes were always one or two steps down from the factory team - now even maybe three - but still you think 'this is my lot and I've gotta ride it'. Overall having a good package in MotoGP is very important and our package this season is not as far away as it was last year.

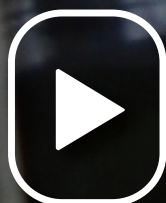
Your status has risen with the results and extra attention. Have you noticed it much?

In a way, mainly because I'm the only British rider in the MotoGP class. I had the same pressure last year but that increased with the better results. Britain is a country that expects all the time and trying to explain the difference between my bike and Lorenzo's...well people don't care and they want something to be proud of. It is nice to be 'that' person and we finally got the podium. People jumped on the bandwagon of saying 'that's our rider', which was great and I liked that. Silverstone can get very busy, I can tell you that! This year was tough with my broken ankle but the support I had was amazing and in 2012 I've seen a lot more British fans at the GP races than I did last year.









PLAY

It was a whirlwind summer with the Olympics, the Grand Prix and the surge of interest in British sport. Did you feel caught up in that?

Yeah, and it was a decent result at Silverstone in the end. Sixth was nothing to shout about but under the circumstances it wasn't too bad. Sometimes we have a little laugh about how big [the scene around him] it has become. I haven't changed and I'm still the same person. I have to go shopping at Tesco's and it [fame] doesn't make anything different. It's not like I'm being helicoptered in! It is nice to see the sport get that extra attention.

And there was more attention and you're swapping tweets with actors and other celebs...

The British press is great and being the first rider in ten years to make the podium and get some results in MotoGP is what they have been waiting for. To have people interested and getting in touch...I'm a normal guy but to hear from celebrities and see they are interested is nice and pretty cool. I feel the same about what they do. You know, I live in the Isle of Man but everyone gets on and treats you like one of them. Everyone knows where you live and you're treated the same instead of some big star. That changes a bit in other countries, where it can get a bit crazy. Still, I'm nowhere near what people like Valentino and Casey are. I get enough attention as it is and, fuck, I can't imagine being in their shoes. I mean Valentino cannot walk anywhere.

Still you must have gained a lot of non-native fans through some gutsy and aggressive performances, such as that at Silverstone...

Silverstone for me was good. I was determined to race and finish and it was tough weekend because initially I was told that I wasn't allowed to race and that happened to me the previous year. It was emotional but eventually we got out there and the result was great....but you always think you could have done better! I took too long to 'start' in the race and made two laps just going around steady and then after that I went fast. If I had 'gone' from the beginning I would have finished fourth. Easier said than done! You obviously think about it after but the performance felt a bit special at the time and was good for the fans. To be honest it wasn't an exceptional race and there were other ones that were better...



FEATURE





“Ducati did not wreck Casey’s career, in fact it made him. In my point of view they had a lot of money to spend in the next three years with the Audi connection and who’s to say they won’t come out with the best bike in the championship? Why wouldn’t I accept the offer?”



PLAY

Such as?

I would say maybe Australia. It was hard because I rode the whole race by myself - and I hate that - but it was a race where I was consistent and pulled a big gap on the other guys. I probably could have caught Lorenzo but I thought 'I've got a good, safe third place' and was feeling sick at the time. That was a strong performance. Jerez was also pretty good because it was the closest a privateer has been to the race winner for a very long time. For the weak GPs I'd had to say being beaten by Andrea in a few races where I should have won the battle. I should have beaten him at Aragon, that was stupid of me, and - fuck - Sachsenring I should have been on the podium. I rode around like a girl. I passed Andrea but then he got me back and I ended up following him. I had a pace that was better. You look at parts of the season with regret sometimes.



PLAY

We spoke about there being more of a spotlight on you this year so how was it handling the episode with Ducati and a possible move there that didn't come about? How do you look back on that now?

I had been told I was riding for Ducati, and I confirmed I was riding for Ducati. I accepted the terms they gave me and as far as I was concerned I was racing for them [in 2013]. I never told anyone I was going to ride for Ducati and never signed anything but there was a mutual agreement so I assumed it was done. When I found out they were chasing Andrea [Dovizioso] then it was already going 'down the pan' and there was nothing I could do about it. It was not really my fault and the worst thing for me was that I'd already told Herve [Poncharal, Tech3 Yamaha Team Principal] that I was signing for Ducati, and so did they! So I had to go back to him with my tail between my legs and say, "actually Herve...I need a job". That was the difficult point about it all, and it gave me even more satisfaction when I beat them.



CRUTCHLOW

35

35



“I haven’t changed and I’m still the same person. I have to go shopping at Tesco’s and it [fame] doesn’t make anything different.”





FEATURE



After a couple of lean years and the well documented stint with Rossi can you understand why people would have questioned you joining the Italians?

When I was coming up into MotoGP my dream was to be in a factory team and Herve's is not, far from it. We get bikes from Yamaha but it is not a factory team. So when you get an opportunity like that then I think you have to take it. I can always come back after. You can't always go to a factory team but you can certainly come out of one! People don't really understand and they say it wrecked Rossi's career but that's not true at all. It did not wreck Casey's career, in fact it made him and that's the way you've got to look at it. In my point of view they have a lot of money to spend in the next three years with the Audi connection and who's to say they won't come out with the best bike in the championship? Why wouldn't I accept the offer? People think that I have got-off lightly but I don't; I think you will see strong performances from the guys next year with Ducati. I think Ben [Spies] will be the fastest guy out of all of them. If you look at the riding styles of Ben and I then we're the closest within Yamaha. There is no reason why I wouldn't have got-on with the Ducati.

Overall you must be happy with the sharp upward curve of your career trajectory right now...

Yeah, I've got a sense of satisfaction out of it, no doubt, and to be finally the one that made it happen in MotoGP, but you always want more. At some point I want a race win. Someone asked me earlier about winning but I think in a privateer team you have to get lucky. You will take any luck you can get though. My aim for next year is to take more podiums than what I managed in 2012 and challenge those six factory guys again. It won't be easy but if I can make the same level of progression and learn to ride the Grand Prix bike even more then I should be able to do that job.

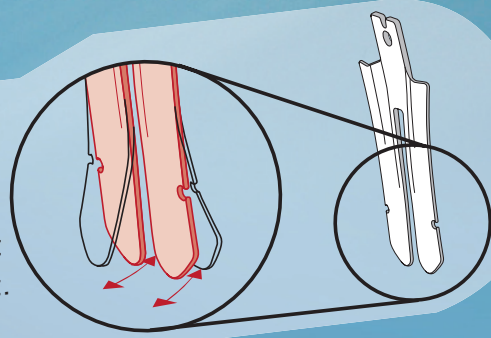
ELEVATE YOUR RIDING

MARVIN
MUSQUIN

The Leatt® GPX Pro Lite and Race are the newest inclusions in Leatt®'s neck brace arsenal. Built around Leatt® Corporation's patented Alternative Load Path Technology, these braces are CE certified as personal protection. Used and trusted by more motorcycle, ATV, bicycle and snowmobile riders and racers than any other neck braces. The world's most popular neck braces just got better!

COREFLEX

Both braces feature our new Coreflex technology. This enables the rear thoracic strut to move individually for an extra comfortable fit.



CE CERTIFIED AS PERSONAL
PROTECTIVE EQUIPMENT

GPX PRO LITE

±720g / 26oz



3WAY
ADJUSTABLE
FOR BEST FIT

CARBON
CONSTRUCTION



GPX RACE

±790g / 26oz

AVAILABLE IN:



4WAY
ADJUSTABLE
FOR BEST FIT

LHIP
LEATT HIGH IMPACT POLYMER



+27 (0) 21 557 7257 | www.leatt.com

LEATT® WORLDWIDE IS SUPPORTING THE WINGS FOR LIFE SPINAL CORD
RESEARCH FOUNDATION. WWW.WINGSFORLIFE.COM

LEATT
Engineered for Performance
© Leatt Corporation 2012

GETTING



By Roland Brown, photos by BMW & Milagro

ACTIVE...





TEST



PLAY

BMW's new HP4 and Ducati's updated Multistrada 1200S don't have much in common. One is an even more focused version of the German marque's S1000RR four-cylinder super-sports missile. The other an Italian V-twin all-rounder. But despite their differences the HP4 and Multistrada share one notable feature.

They're the first production bikes with 2013's hot new feature: semi-active suspension. Semi-active has been around for several years in the car world, where many drivers are familiar with the way that a computer can control damping, adjusting it faster than the blink of an eye. But although the original S1000RR and Multistrada 1200S took motorcycle electronic sophistication to new levels three years ago, both relied on the rider pushing a button to alter engine mode and suspension settings.

BMW's DDC (Dynamic Damping Control) and Ducati's DSS (Ducati Skyhook Suspension) go a step further. Unlike fully active suspension, which would control the wheels without needing springs and dampers, a semi-active system retains conventional springs. But it adjusts damping automatically, based on sensors supplying information on factors including speed, acceleration, throttle position and braking force.

This means that the forks can be made firm under heavy braking, for maximum stability, then more supple when the brake is released in a corner. Conversely the rear suspension can be made firmer under hard acceleration, keeping the bike stable, and theoretically allowing optimum handling characteristics at all times. Better still, the system can be calibrated to suit each riding mode, giving the rider instant, push-button adjustability of handling and ride quality.

Both BMW and Ducati have chosen spectacular bikes with which to debut their systems. The HP4 — named because it's the first four-cylinder model in BMW's High Performance range — is an updated version of the S1000RR. As well as the new suspension it features forged wheels and a free-breathing titanium Akrapovic exhaust system, plus details include a tinted screen and LED indicators. The launch HP4s were the even more exotic; carbon versions with lightweight levers, rearset footrests and carbon-fibre bodywork parts.

The BMW is stunningly powerful and light, producing an unchanged 193bhp with more midrange, and weighing over 10kg less than the standard model at just 169kg. It's a complex bike but on the launch at the Jerez grand prix circuit it was incredibly simple to ride. It screamed round the track at a thrilling rate and handled superbly, especially after I'd

pressed the button to select Slick mode, firming up the suspension slightly. It felt even safer and faster than the S1000RR, helped by a more refined traction control system that can be fine-tuned on the move.

Whether it achieved BMW's aim of being a second a lap quicker was hard to say. An expert rider with well set-up conventional racing suspension might go even faster, until they had experimented with DDC for long enough to get familiar with it. But BMW's system should allow almost any rider to find a good set-up very quickly. Ironically the semi-active system's biggest benefit might have come if we'd ridden on the street, where the softer Sport mode would have improved comfort while still maintaining damping control.







“Whether Skyhook gives a significant advantage over the old Öhlins set-up is a question that will take back-to-back tests to answer. But like the HP4, the Multistrada confirms that semi-active suspension works...”

TEST

The HP4 is expensive (£16,700 against the S1000RR's £12,295 in the UK; £19,350 for the Carbon version), and will sell in relatively small numbers. But it's remarkable just for being an even faster, lighter, more 'desirable' edition of an already outstanding superbike. And the futuristic suspension makes it even more special.

The same is true of the updated Multistrada 1200S, which comes in three versions: the Touring models ridden on the launch, plus sporty Pikes Peak and comprehensively equipped Gran Turismo alternatives. All have Skyhook systems developed by suspension specialist Sachs, who already supply several car firms with similar set-ups.

In addition, both standard and S versions of the Multistrada get updates including a bigger and more easily adjustable screen, new wheels and a revised ABS brake unit. The 1198cc, eight-valve V-twin engine is revamped with twin spark plugs and a new fuel-injection system, designed to give smoother low rev running and improved fuel economy along with an unchanged maximum output of 150bhp.

I'd expected the new Multi to feel very different, though given the previous 1200S's brilliant blend of performance and comfort, the potential for improvement seemed limited.





Skyhook's theoretical advantage is that, although it doesn't change spring rates, it can potentially set fork and shock damping for every eventuality: when you're riding fast and solo, braking hard over bumps; and also when you're two-up, accelerating down a smooth city street.

On the launch near Bilbao the reality was that the new Multi felt much like a very capable, well set up conventional bike. It handled superbly in its Touring and firmer Sport modes. And in Urban, its softest street mode, the ride was impressively plush, yet the Ducati coped well — perhaps slightly better than the old model — with bumps and speed humps.

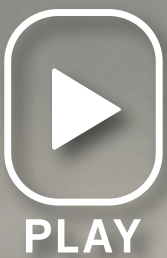
TEST

The Multi's wind protection and low-rev smoothness were impressive, and after a very enjoyable day I was sure that the world's best all-round motorbike (which costs £15,195) has just got better still.

Whether Skyhook gives a significant advantage over the old Öhlins set-up is a question that will take back-to-back tests to answer. But like the HP4, the Multistrada confirms that semi-active suspension works — and will play a growing part in motorcycling's future.

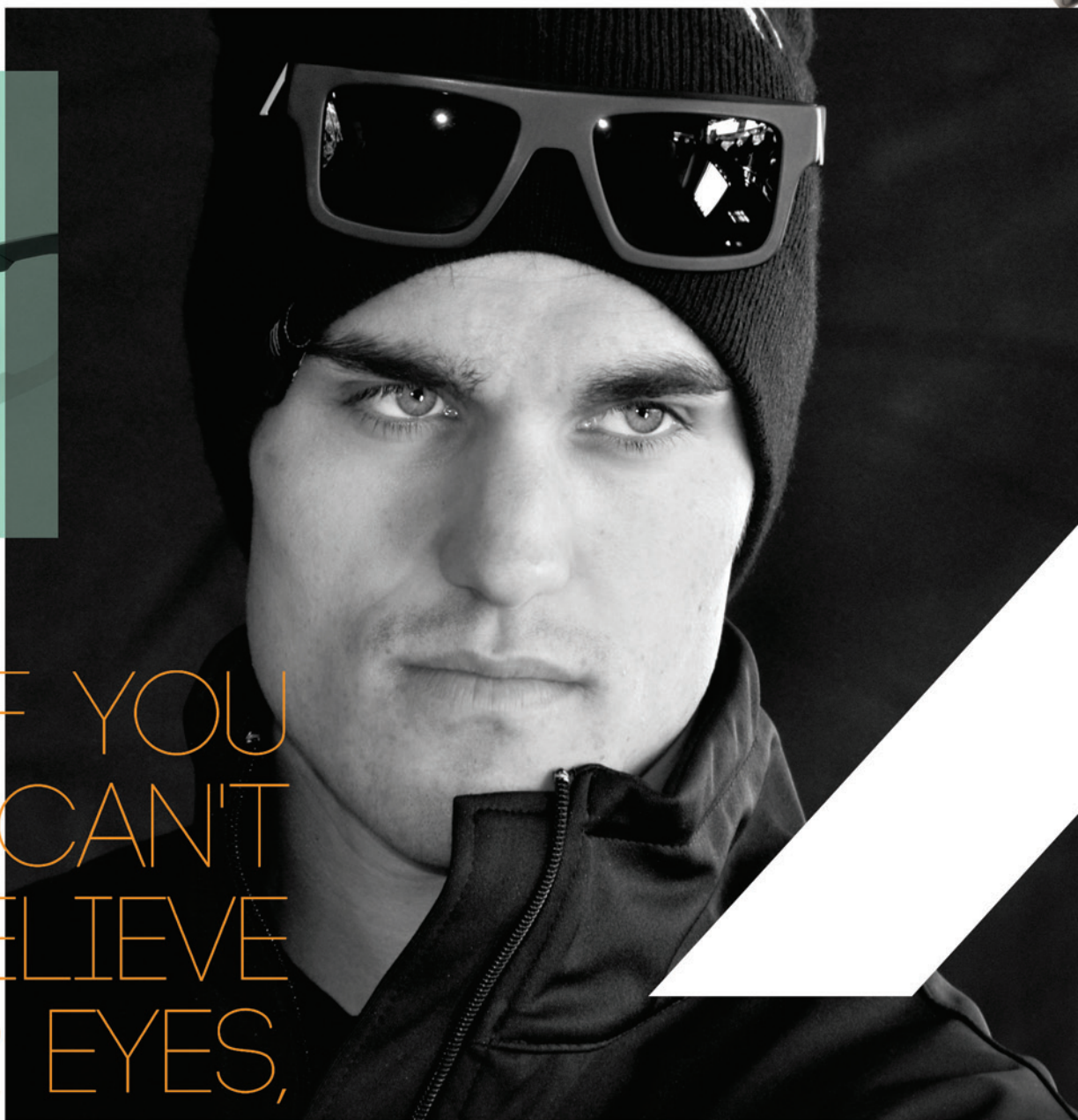


SEMI ACTIVE SUSPENSION





IF YOU
CAN'T
BELIEVE
YOUR EYES,
TRUST YOUR
HEART.





*Come discover our 2013
line of eyewear.
ride100percent.com*



D

Supercross

SX PARIS-BERCY

BERCY · NOVEMBER 9-10-11

King of Bercy: Jake Weimer, Kawasaki



**WEIMER
'EM OUT**

By Adam Wheeler, Photos by Cudby, Ch

R WIPE T

ailan/Piole

After three decades the 30th anniversary of Bercy came down a three-rider affair. For all the triumph of Christophe Pourcel (clearly star-billing here before deciding to turn-up on a last-minute privateer KTM) and the usual second-string of French SX talent, Europe's premier attempt at Supercross again relied on those Americans willing to escape their own borders, get some competitive race time under their belts before A1 and depart the French capital with cash in their pocket.

It was all about Jake Weimer and Eli Tomac, with Justin Brayton playing a faithful understudy. Weimer and Tomac swapped foils and paces for their Kawasaki and Honda and a tight track that saw the walls of the narrow tunnel sections covered in black tyre marks by the end of play. On Friday and Saturday Weimer had to be near-perfect to hold off his increasingly feisty and aggressive countryman. The deciding evening on Sunday saw Weimer playing a cautious game as Tomac escaped but it nearly backfired as a fall with two laps remaining allowed Brayton through to second and Weimer had to hustle to regain the runner-up position on the final circulation to become the fifth American in a row to be crowned King of Bercy, by one point over Tomac.

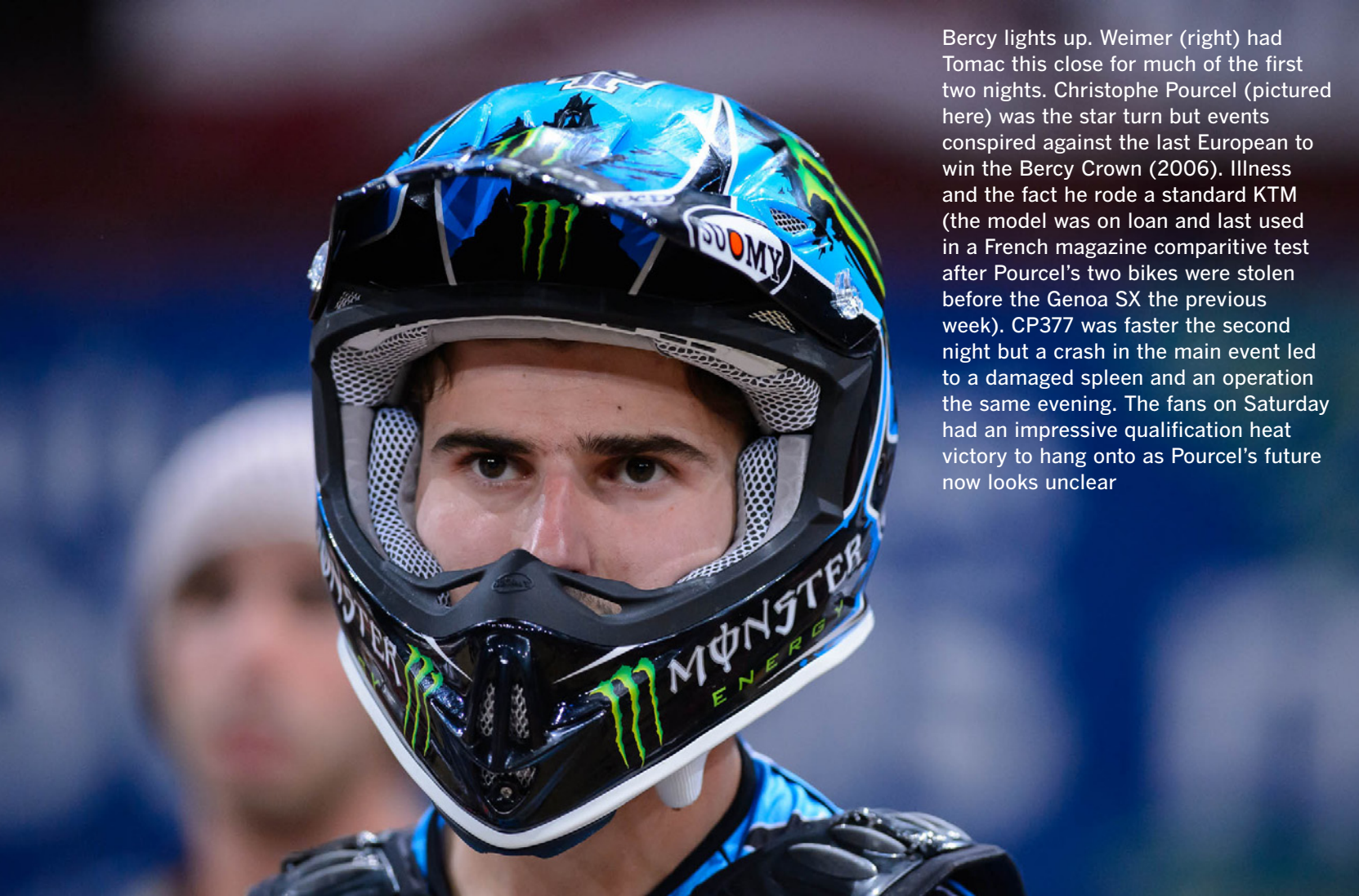
The Freestyle displays were exceptional with names like Torronteras, Villa, Taka, Bizouard and crowd darling Tom Pages upside down for the most part and the most rousing aspect of Bercy across three nights was the high attendances and noise; proving that the French are still very much in love with this homage to the most American of racing shows.





American trio: Weimer (12) nearly grabs Tomac's foot (17) as Brayon (10, left) tries to keep in touch. This race start was the closes the likes of Soubeyras (120) and Aranda (30) would get





Bercy lights up. Weimer (right) had Tomac this close for much of the first two nights. Christophe Pourcel (pictured here) was the star turn but events conspired against the last European to win the Bercy Crown (2006). Illness and the fact he rode a standard KTM (the model was on loan and last used in a French magazine comparative test after Pourcel's two bikes were stolen before the Genoa SX the previous week). CP377 was faster the second night but a crash in the main event led to a damaged spleen and an operation the same evening. The fans on Saturday had an impressive qualification heat victory to hang onto as Pourcel's future now looks unclear





You can either love or hate Freestyle. It is both a brave art-form and insanely perilous. There is absolutely no doubting the amazing spectacle it provides however. This is Taka Higashino













SEAMLESS NECK BRACE INTEGRATION | MULTIPLE ADJUSTMENTS TO FIT ALL BODY TYPES

*NECK BRACE SOLD SEPARATELY

SCOTT
COMMANDER

**UNRESTRICTED
INTEGRATION**

PREPARE
PREVENT



LAST RIDER SLOTS FALL INTO PLACE FOR '13

News this week confirmed the IceOne Grand Prix team running both Xavier Boog and Rui Goncalves in the FIM MX1 Motocross World Championship next season for Kimi Raikkonen's strongest line-up yet at GP level (you have to wonder if the bank balance looks even sweeter for the Finn after his recent Abu Dhabi F1 victory) and that Ilario Ricci has indeed signed with the TM factory and enlisted Shaun Simpson as his main pilot in the premier class.

It is easy to dismiss the status of TM – a renowned Kart manufacturer in Italy – and the relative lack of results in Grand Prix but the top ten potential of Simpson and the experience of Ricci who has steered factory teams for Yamaha and Husqvarna means that the light blue camp might not necessarily be the quicksand of career obscurity that it has unfairly been labelled over the years. Simpson himself can look upon a well-supported effort that could well be a platform back to a more prominent ride (much in the same way that

Tanel Leok used the opportunity in 2011 and ended up next to Clement Desalle on a works Suzuki for '12).

The Scot has already tested the bike and found the power and performance to be pretty strong. Looking on the bright side the persistence of TM and the wish to court sponsors such as the Czech gambling group Bonvers and remain in the FIM World Championship is entirely creditable. Simpson will help the new squad and brand with an increased media profile so it is a signing that will benefit both parties. The former British and Belgian Champion was chasing a similar level of backing that he enjoyed in the latter stages of this season when elevated to the Rinaldi Monster Energy works division and almost grabbed a first podium finish in Sweden in July.

Meanwhile it looks as though Seb Pourcel could take a seat at JK Yamaha with any other options in GPs running dry.



UPDATED 2013 GRAND PRIX LINE-UP

Two confirmations (marked in red) that Rui Goncalves and Shaun Simpson have now confirmed saddles for 2013 and Seb Pourcel is linked to JK. We'll continue to modify this list as news comes in...

Red Bull KTM

Jeffrey Herlings
Jordi Tixier
Tony Cairoli*
Ken De Dycker*

Nestaan JM Racing Team

Jake Nicholls
Romain Febvre

Standing Construct Racing KTM

Glen Coldenhoff
Pascal Rauchenecker

STR KTM

Jonathan Barragan*
Matiss Karro*

Honda World Motocross

Evgeny Bobryshev*
Max Nagl*

Honda Gariboldi

David Philippaerts*
Aleksandr Tonkov

Honda LS

Greg Aranda*
Jens Getteman*

Rockstar Energy Suzuki World MX1

Clement Desalle*
Kevin Strijbos*

Rockstar Energy Suzuki Europe

Max Anstie
Julien Lieber

Kawasaki Racing Team

Gautier Paulin*
Jeremy Van Horebeek*

CLS Monster Energy Pro Circuit Kawasaki

Tommy Searle*
Arnaud Tonus
Alessandro Lupino

Iceone Kawasaki

Xavier Boog*
Rui Goncalves*

Rockstar Bud Kawasaki Racing

Valentin Teillet
Dylan Ferrandis

TM Factory Racing

Shaun Simpson*

Monster Energy Yamaha

Steve Frossard*
Joel Roelants*
Christophe Charlier
Mel Pocock
Dean Ferris
Maxime Desprey

JK Racing Yamaha

Sebastien Pourcel* (tbc)

***denotes MX1 riders**

READY TO RACE
» www.ktm.com

Photos: Tagliari S., Archer R.

**CAIROLI UND
HERLINGS
WELTMEISTER!**

DÉJÀ-VU

Tony Cairoli krönt sich 2012 vorzeitig und zum dritten Mal in Folge mit der KTM 350 SX-F zum MX1 Weltmeister. Nach Marvin Musquin 2010 und Ken Roczen 2011, sorgt Jeffrey Herlings mit der KTM 250 SX-F dafür, dass das Red Bull KTM Werksteam seit nunmehr drei Jahren in beiden Klassen ungeschlagen ist – WELTKLASSE!

KTM



facebook.ktm.com

KTM POWERWEAR

KTM RIDE ORANGE

KTM ORIGINAL SPARE PARTS

KTM FINANCE

KTM POWERPARTS



MOTOREX
KTM Group Partner



FRENCH FANCY...

By Adam Wheeler

In my last blog I wondered how Supercross could internationalise. Even suggesting a form of 'motocross in a stadium' to cast the playing field a little bit more level outside of North America.

This was the short-term answer of course, rather than the more orthodox route of countries adopting the sport for themselves and producing their own stars to rival Americans (it might take decades).

After three nights at Bercy in Paris – supposedly the crème de la crème of Europe's attempt at the 'show' – the waters are still a bit muddy for me on the subject. After 29 editions of this spectacle a celebratory video with dedications by the likes of Stanton, Johnson, O'Mara and co shows just how much prestige the French event (that is regularly packed, if not sold out for its 14,000 capacity across all three nights) carries but – like the AMA series for Americans – it is predominantly an all-French affair. Outside of the small U.S. gaggle on good start money there is little in the way of star power and the sight of Eric Sorby clearly out of shape but still able to hold some handlebars through the whoops did not help the illusion of this being a premier-level meeting.

Maybe to compare Bercy to anything the AMA (or Monster Energy) can offer is a little unfair but there is no denying the old accepted wisdom that the Americans certainly know how to apply the glitz and glamour to proceedings and have to be the benchmark. Bercy was drawn-out, too noisy, repetitive and an hour behind schedule on the first night. The track is already tight and twisty using every inch of the stadium floor (and

several of the surrounding passages underneath the stands) and dumbing down the triples and whoops for a more 'motocross' feel would only increase the speed to scarier levels. Converting Bercy to anything apart from a Supercross in the interests of a deeper cast list wouldn't work.

In truth, the technical gulf between the top-flight Americans and the rest was vast, and it was a shame for this 30th anniversary there was not the likes of Musquin, Roczen, Paulin even a Tony Cairoli to add to the bill. The organisers can argue that it matters little. Sales were again extremely good, indicating that the Bercy Supercross is firmly an established part of French motorcycle sport and the Parisian sporting calendar.

That this meeting is so distinctly Gallic (and France are the most proactive European country at Supercross) might explain why SX struggles to have an equal impact in other territories. Sure Italy has Genoa, which has been running for a number of years, and the Swiss race in Geneva also has some profile but generally European supercross is unstable.

The formation of a mini-championship between this trio of 'survivors' might be the first step to consolidate the discipline here, get more Americans over for decent testing opportunities and a chance at a bigger payday and also focus the attention of stars from this continent (and maybe more) to consider extending their already lengthy racing year with the right training and prep.

As the crowds and media attention in Paris demonstrate...the show and exposure for dirt bikes is worth it.





MAKING IT

By Adam Wheeler, Photos by Ray Archer

In the delightfully named hamlet of Munderfing in Austria the expanding WP Performance Systems factory sits a stone's throw from KTM's production plant and a roost spray from the Orange race workshop.

In the depths of the shiny and relatively new facility sits the R&D department where imperious off-road suspension technology (they have ruled MX1 and MX2 for the past four years) has been expanded to encompass Moto3 with Sandro Cortese's world title in the first season for the company back on the tarmac. With Ray Archer and Mikey Neale in full swing with their camera lens' we sat down with R&D Racing head Jurgen Peko to dissect a little of the why and how WP have risen sharply to become once again a major force in the suspension world...

B O U N C E



It's quite a set-up you have here...

Yes, it was in 2009 when production shifted here to the new factory. I believe we started with 120 people working only on suspension and we grew to radiator, exhausts and frames. We have new buildings to cope with the expansion. We are now at 460 people, with 160 committed to suspension. We make around 94,500 forks a year, over 175,000 shocks; around 270,000 units in total. Of that group around 60% is for KTM, 36% for BMW and then the rest for Triumph, Sherco and Horex.

And then also the diversification with the radiators and frames...

The suspension and the frame are vital inter-linked parts and it is always good to have very close co-operation there. We see it especially with the new KTM motocross models. From R&D we had a great connection to KTM's development and then into our production of the frame and therefore good repercussions for what we can do with the suspension. In the past different brands would just make a bike and then say 'put the suspension in', sometimes it was not that easy but if you can step in at an early stage it is always better to go step-by-step together.

Suspension technology is progressing quickly on motorcycles with advanced air systems and electronics. Is it a challenge for WP to stay at the cutting edge?

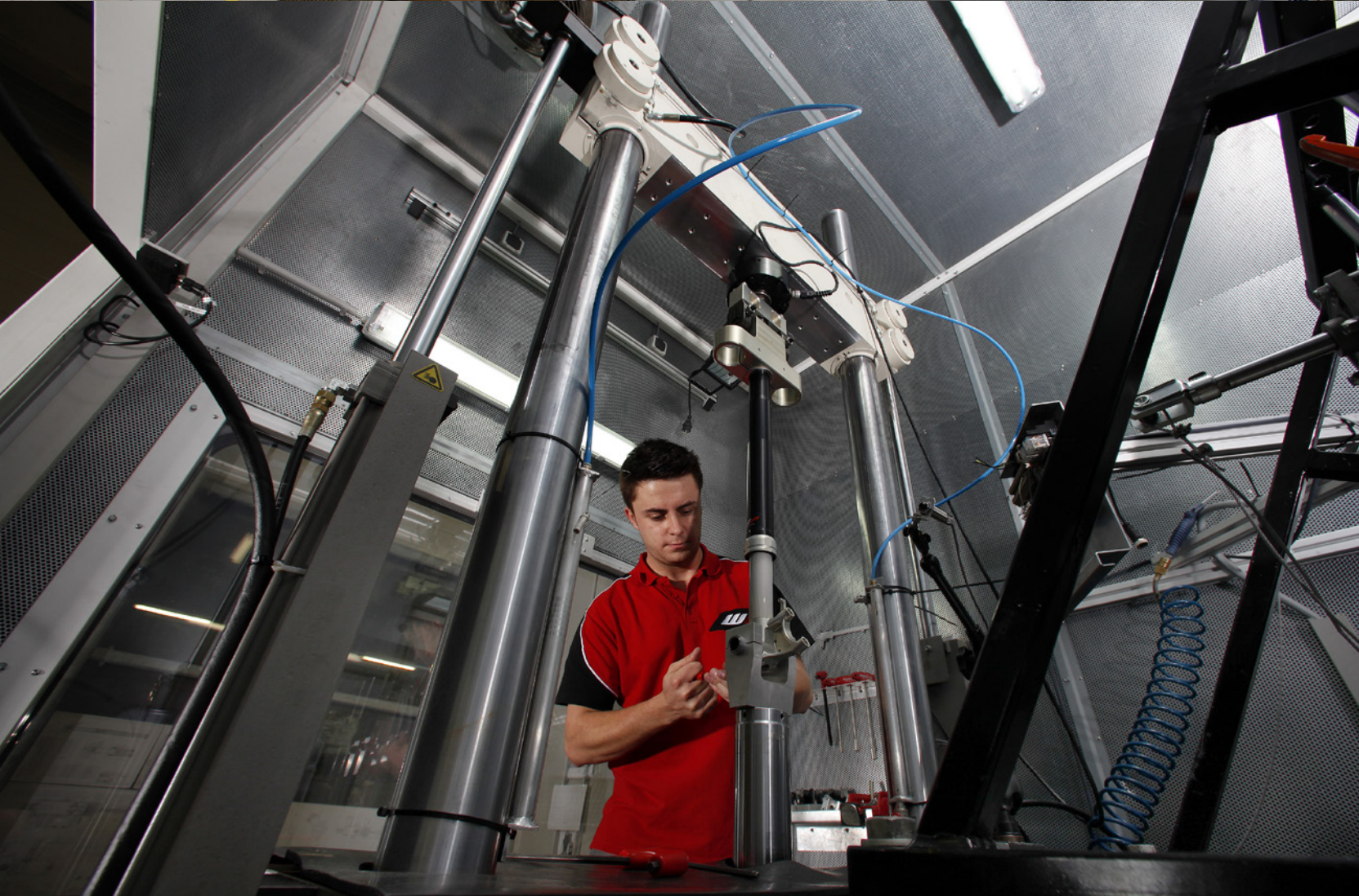
For sure. We made the step to the semi-active suspension very early but it takes time to develop it and there is a lot of work behind it. Our competitors like Ohlins and Sachs are also



working with OEM for automotive so they get a lot of input from this side but our advantage is to be really focused on motorcycles, so the application is different. You can have a shock on a bike and shock on a car but the value of suspension on the motorcycle is that much more important. I bet nobody knows the manufacturer of the suspension on their car whereas everyone knows what they are using on a bike.

Telemetry has been around for a while and the dyno system you have here is impressive but the electronics side must be a complicated side of the development...

In the past you had the suspensions 'gurus' and the shim 'doctors' that really knew their stuff and what should be done for set-up but now it is more technical based development and with our big dyno we can also make a lot of ground in terms of research. There is a different way to go through the research and development of the suspension if it is being done with electronics. It is quite complicated but it is very interesting. For me the biggest challenge with the semi-active is pushing the quality up to the high levels of the standard suspension. If you create a damper with a lot of friction on a car then no-one cares but on a bike you always need the feeling of the road. The suspension has to be right and has to work well and give that feedback. It has to be comfy, sporty and safe as well as give the feeling that the rider is still on a motorbike.





Racing is obviously a big deal for WP and this year has seen an incredible return to Grand Prix with Moto3. How big a job was it to mix sports and take on Moto3 with KTM. MotoGP is highly visual, so it had to work...

Moto3 was a huge challenge with a lot of pressure, especially from the management. In the past we were well known in road racing but that side had died-out in the last ten years. We wanted to come back but we had to do it immediately and with success otherwise any good feelings or reputation of the brand would be lost. We had the same amount of pressure as KTM really. KTM pushed us, but we also pushed them because this was our chance to step back into road racing. It was not always easy but the results were satisfying. It was a new category and we worked for almost two years to have a product ready specifically for this bike. With the small numbers for 2012 we had time and resources to focus a lot on the technical side. The commercial aspect for the first year was not so high on the priority list but now we are ready for Moto2 with a new project and will also fully kit-out the Red Bull Rookie Cup.

It must have been a big step into the unknown with Moto3...

For sure we had to make a guess because the Moto3 bike was brand new and nobody had experience of this four-stroke engine on the track. We took a direction based from what we knew of the 125 that KTM previously raced. We took the characteristics from this bike and took into account the extra weight of the four-stroke the different braking behaviour and made some calculations. I feel quite product to say that we grabbed the right direction for the stiffness of the fork and the set-up. The others like FTR and Honda I imagine also gauged their base from the 125 so everyone was stepping into the unknown.

Watching the process of hand building on the production lines is quite special...

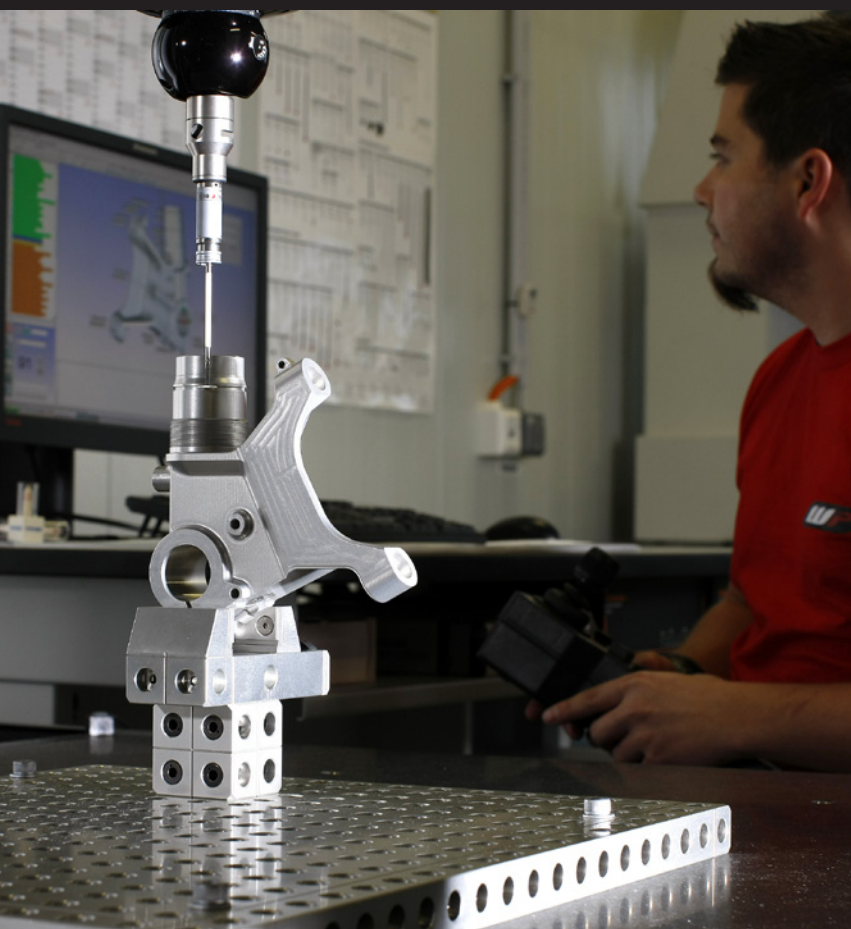
It is something that we have been doing for so long. If you walk around the factory you will find a lot of people who ride motocross and also on the road. They know about the importance of their work and what they are contributing to the motorcycle and this helps make the difference over perhaps a production line of people that have no feeling for the product. We have a new production line for our new generation of fork, the four-chamber system with the CS fork. The 4CS was a big step for WP on the R&D side.

What is the potential for suspension evolution? Is there still a lot to discover?

I think there is a lot to be discovered, but not much that can be truly innovated. For sure air suspension is on everybody's mind but if you think twenty or thirty years ago there were also air forks! Development tends to circle around but the advance of technology and materials means you can start again and find a high potential that wasn't possible decades before. For example air suspension is very interesting but the behaviour of an air spring is very different to a steel spring. Everyone knew that but nobody knew in which way. With our dyno facilities now we really have a chance to see what it happening to the air system and the dynamic behaviour of the whole unit. There is a lot of investigation to be done and questions to be asked. We have gained the knowledge and now we have to bring it into the product.

FORK LIFE

WP'S JURGEN PEKO EXPLAINS HOW YOUR BIKE'S 'PINS' COME TOGETHER



The life of the fork begins maybe with a new bike or an idea related to a bike you already know. You use the fork design as a base and then consider the concept or the motorcycle. Evolutions of bikes tend to always have more horsepower and less weight.

The basic stuff like stroke, length and stiffness will be decided and this is always in combination with the development of the bike and the shock is part of the package. This is where the long-term experience of our mechanics comes in, especially with the spring set-up, and it leads to a first roll-out whether for on-road or off-road. We make a prototype and move through P1, P2 and P3 phases and experiment with some new developments like the four chamber system.

In general I would say a development period for a new fork can take two years, but it depends on the customer. Someone like KTM can react very quickly. If they make a decision they want the product as soon as possible and it can be done much faster than say a project in the automotive industry, which can be up to three times longer. This is why personally working on motorcycles is so interesting. The development is not so rigid and not so long-term and if you have new ideas or developments it is easier to get them into the product.



SUSPENSION KINGS: WP

We assemble here. There are no casts or machining but we put together our product from material all over the world. We have parts coming from Taiwan and new markets and it is really a global purchasing process. You have to be in contact with your supplier from the first day of a fork project to take care of the machining and forging. It is a process of serial number production, but I think from reaching a point of P2 to the finished fork being ready is normally less than a year.



From construction to being on the bike? Well, for someone like KTM sometimes it is just in time. We are assembling the parts, taking them over to their production line and then the bike is crated and on the way to the dealer. So it is possible that from leaving our factory floor a fork can be on the road and in the hands of the customer in just a few weeks.



WILSON TO GO RED?

Dean Wilson won't be racing with Jeff Ward Racing in 2013. This isn't new news in the world of the Internet. It's just weird. It seemed like a perfect fit! Scotsman Jeff Ward and Scotsman Dean Wilson, both known for racing Kawasakis, together on a Kawasaki team... But anyone hoping to dish out some haggis in the pits is going to be disappointed. So, where does Wilson go? It's hard to say right now. Kawasaki likely wanted to keep him Green, but there simply wasn't enough room at the time to fit him, at the wage he was hoping for, on the Monster Energy Kawasaki team. And it's not just wages that matter, as it costs between \$250,000 and \$500,000 just to put a bike on the track for the season, not counting how much the racer's salary is. And Kawasaki apparently loves the partnership between star Ryan Villopoto and Jake Weimer.

Weimer and Villopoto are best friends, have the same trainer in Aldon Baker, and generally just work really well together. They make each other better. And this is ultimately why I never bit on the rumour that Chad Reed's team was trying to pick up Villopoto because I knew that Weimer had already re-signed at Kawasaki. But it's not impossible that Kawasaki might be able to find room on the team to put him on factory equipment for a much lower salary. If Kawasaki doesn't do that, though, it's possible he could go back to Pro Circuit, as he is still eligible for the Lites class. But I think the best fit, if there is budget, is on Chad Reed's team. No, it wouldn't be on Kawasakis, but he and Reed get along really well, and Reed would be just the guy to teach the likable Scot the ropes in racing the 450s. If I were a betting man, and actually I am, I'd put money on Reed finding a way to sign him.





**PLACE
YOUR
ADVERT
HERE!**

For publicity opportunities contact us at
info@otormag.com



THE AGE-OLD PROBLEM?

By Steve Cox

Rule changes are a bit like deposing dictators in that you have to be careful that the new rule doesn't create a bigger problem than the old one.

That's what we have right now in the AMA in regard to eligibility for Lites East and West racing. For years now, Feld Motorsports has been trying to get the Lites guys to move up faster to the 450cc class, so that the 450cc field would be more competitive. Riders like Ryan Morais (who was forced to move up for 2012) and Martin Davalos (racing for the Monster Energy/Pro Circuit Kawasaki team this year) were poster children for guys who just flat-out stayed in the class too long. And guys like Grant Langston moving back down were also viewed as a problem with the system as it sat.

So Feld has moved the rules around quite a bit over the last few years in an attempt to bump more competitors out of the Lites class.

I understand their sentiment, but from the beginning I've said that there is a huge value to having proven veterans in the Lites, because they teach the new kids how to do it, and they also prepare other racers for that eventual move up to the 450s. If new Pro can beat a few veterans to win a title, that says a lot more about how prepared he is to move on than winning a championship or two against guys who are as green as he is.

The final reason is the one I want to concentrate on now, though, which is that the 450cc class only has so many rides available. That number just went down a little bit with Jeff Ward Racing apparently closing up shop.

While it's hard to doubt that Trey Canard was ready to switch, since he won three races in the class in his rookie year, you have to remember this: he aced the Lites East title in his debut season in 2008, and the rules at the time said that if you were champ, you have one year to defend that title then you have to go 450s. So, he was originally slated to move up in 2010, but luckily he became a poster boy for the unfairness of the rule, and he indeed did need some more time before he was ready to compete with the top racers in the sport.

As I understand it, Dean Wilson is still eligible to race the Lites class indoors and chose to move up instead, and that's his choice obviously (providing he can find a ride now that the Jeff Ward Racing arrangement fell through), but Ryan Morais might be one of those guys who is a great Lites racer and isn't so good in the 450cc class. We don't know that yet, but what if he is? There's value in keeping him in the Lites class, there isn't value in him being forced to retire because he can't find a 450 ride (which, for the record, has not happened to him – I'm just making a point).

Having the best racers on the track should be the goal, and if a guy doesn't get a 450cc ride but he can still battle for wins in the Lites class, why should we force him into retirement instead? More talent on the track is better for everyone, regardless of which class it's in. This is ultimately the same issue I have with the age rule in the GP series, but it's even more dramatic since racing a 450 in Supercross is simply very, very difficult, and some guys can't get up to that level on a 450, while on a 250 it's much more manageable.

KTM

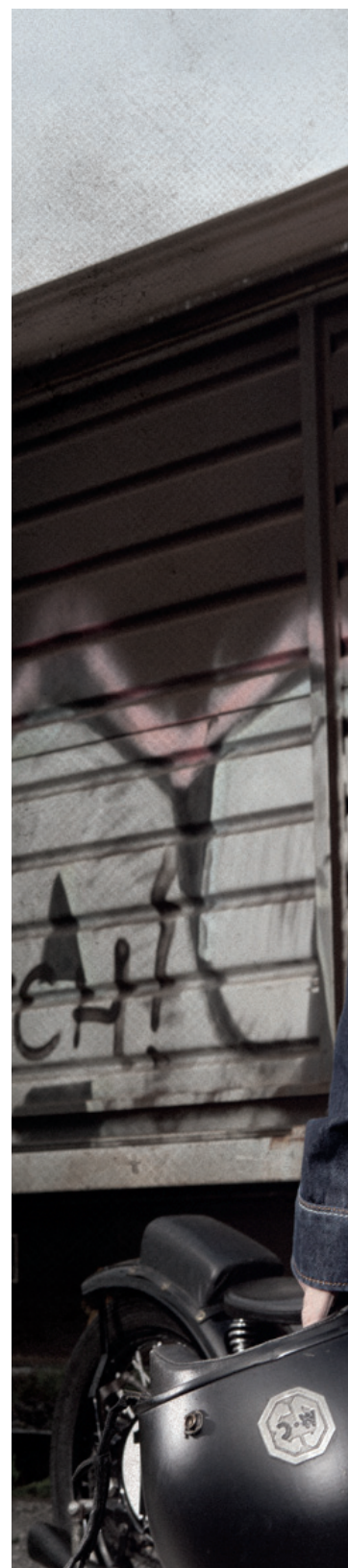
OTOR will feature some more of the current EICMA Milan show in our next issue but one of the clear stand out models from the fashion capital was this sumptuous prototype from KTM.

The Austrians teased their fanbase and all motorcycling fans even remotely wired-up last week with a sneak audio file of this special **1290 Super Duke R** via their online blog: blog.ktm.com. The covers were thrown off in Milan however and there is little doubting the degree to which technicians in Mattighofen have 'gone to town'. Ride-by-wire, factory WP suspension, racing wheels, brakes and a new single sided swinging arm were just some of the elements that formulate a motorcycle begging to be ridden.

The only downside to the prototype was the amount of attention it generated and steered away from some of KTM's new editions to the Super Duke family – certainly the most wide-ranging motorcycle on the market – with the new 200cc and 390cc editions also on the vast stand at Milan. It seems there is now one of KTM's signature model for every type of rider and desired use. 1290 Super Duke R could see production status sometime next year.







ROKKER

OTOR stumbled upon this Swiss firm in the halls of the recent Intermot show in October and was quite impressed by the styling applied to practical riding gear.

The emphasis here is evidently on the casual side of motorcycle apparel but **Rokker** have done a decent job of stitching clothing that carries a level of protection while also leveraging that high street look. The jeans in particular catch the eye as an alternative and more comfortable option for the saddle. They are water repellent, wind resistant and without rivets and use a multifunctional material called Schoeller Dynatec; non abrasive, tear proof and heat resistant. Sounds ideal.

Rokker state the following as part of their philosophy: "the feeling of freedom is to be safe and comfortable on a bike as well as looking good between the rides." The website is in four languages and well worth a glance: www.rokkercompany.com



LEATT

At the corner of Leatt's expanding product range will always be the GPX off-road neck brace; a result of a phenomenal amount of money and time spent researching one of the most important innovative products for motorcycle riding. A road-based version was a natural off-shoot and there are also talks of a road racing model in the works.

Leatt has branched out in the last two years to apply their good name for safety and quality to body protection, hydration and cooling but we've chosen here to talk about some of their rated torso gear. From the more comprehensive **Chest Protector Adventure** (left) to the more sporty **Lite Pro** (centre) to the encompassing **Body Vest** (with back and chest material). The units sport Leatt's 3DF foam and their main advantage is high impact resistance, light weight and easy maintenance.

The full range of chest products will be coming out in the coming months so check out local dealers and online for more news and availability. www.leatt.com







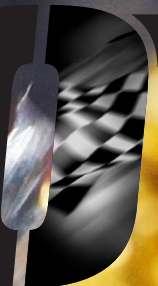


SCOTT SPORTS

There is one thing well-worth bearing in mind upon surveying the Scott Sports gloves on these pages. The American/Swiss-based company has a tremendously successful name in winter sports, so these 'mittens' derive from proven stock when it comes to battling the cold and the elements.

First up (on the left) is the **Technit TP**. Made from soft 0.8mm Nappa goatskin the glove is breathable but wind and waterproof with a wet-stop system cuff. It has soft fleece lining, soft knuckle construction, visor wipe fabric on the knuckle finger and silicon print to ensure the best grip. On the right is the **Distinct 2 GT**, which is made from 90% leather compared to the 60% of the Technit and boasts heavy-duty insulation for even the chilliest of conditions.

We haven't seen too much in the way of products like these from Scott but the build quality of these items and the pedigree the firm boasts when it comes to garments for adverse climates means they are certainly worth a look and try.



BACKPAGE

2012 Bercy SX girls
By Chailan/Piole



MONSTER
ENERGY

MONSTER
ENERGY



FOLLOW US



.....

'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Cox Photo-journalist and AMA MX and SX correspondent

Steve Matthes AMA MX and SX correspondent

Matthew Roberts Television Presenter and MotoGP correspondent

Gavin Emmett TV commentator/Presenter and MotoGP correspondent

Núria Garcia, Paula Mastrangelo & Tactilestudio Design

Gabi Álvarez Web developer

www.ribitsolutions.com Hosting

PHOTO CREDITS

Ray Archer, Monster Energy, Milagro, Honda Pro Images/Andrew Northcott, Ducati Corse Press, www.yamahamotogp.com, Gold and Goose, Tech3, Steve Cox,

Cover shot: Cal Crutchlow by www.tech3.fr

This publication took a lot of time and effort to put together so please respect it! Nothing in this publication can be reproduced in whole or part without the written permission of the editorial team. For more information please visit www.ontrackoffroad.com and click 'Contact us'.